RECORD OF DECISION

Route 13 and Route 7 Location Study
and
Environmental Impact Statement

Lexington to Clinton, Missouri
Lafayette, Johnson and Henry Counties

MoDOT Job Nos. J4P1234B, J4P1235 & J4P1119
(FHWA-MO-EIS-95-06-F)

September 1999

9-1-99		Division Administrator
Date of Approval	For FHWA	Title

RECORD OF DECISION

Missouri Route 13 and Route 7 Location Study and Environmental Impact Statement

Lexington to Clinton, Missouri
Lafayette, Johnson and Henry Counties

A. Decision

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) are proposing to improve Route 13 in Lafayette, Johnson and Henry Counties and Route 7 in Henry County. Located in west-central Missouri, the Route 13 improvements would extend from U.S. 24 immediately south of Lexington to a point just south of Clinton. Route 7 improvements would be located in the immediate vicinity of the City of Clinton.

The Route 13 and Route 7 project consists of improvements to existing Route 13 from south of Lexington to south of Clinton, connecting a planned four-lane relocation of Route 13 from Richmond to Lexington to a planned four-lane widening of the existing roadway immediately south of Clinton. The distance of the Route 13 improvements for this project is approximately 105.7 km (65.7 miles). Also included in the project is a four-lane Route 7 improvement on new location from 3.22 km (two miles) west to 1.0 km (0.6 miles) east of Clinton, connecting a planned four-lane roadway with an existing two-lane facility, respectively.

The Route 13 and Route 7 improvements are proposed to be an expressway facility utilizing limited control of access in rural areas and a freeway facility using full control of access in the urban areas of Warrensburg and Clinton. The basic roadway would consist of two traffic lanes in each direction separated by an 18.3 meter (60 foot) depressed median. Full width paved shoulders would be used on each side of the traveled way. The roadway line and grade would be efficiently adapted to the topography of the area to the extent allowed by the design criteria.

The basic purpose of the project is to provide a safe, efficient, environmentally sound and economical transportation facility that responds to the needs of the study area. The specific needs being addressed by the proposed action are summarized as follows:

- *Traffic Safety* - Reduce the number and severity of traffic-related accidents occurring along Route 13 between Lexington and Clinton and Route 7 in Clinton.
- *Roadway Deficiencies* - Eliminate current roadway deficiencies including substandard roadway alignment, inadequate roadway cross section, and roadside hazards such as narrow bridges, guardrail and inadequate clear zones.
- *Traffic Congestion* - Relieve through traffic congestion and associated costs currently occurring in the Route 13 and Route 7 corridors.

- *Efficient Movement of People and Goods* - Improve the movement of people and goods through the region by reducing the total vehicle miles traveled and vehicle hours traveled within the study area.

- *Public Safety* - Improve existing public safety by reducing emergency vehicle response times within the project area.

- *Economic Development* - Improve economic development opportunities by removing impediments to the safe and efficient movement of people and goods through and within the region.

- *Regional Highway System Continuity* - Provide regional route continuity based on the currently planned Route 13 and Route 7 improvements along adjacent roadway segments.

- *Recreational Access* - Facilitate the usage by motorists of established recreational facilities.

- *Defense Facility Access* - Provide for the timely and efficient movement of personnel and resources to Whiteman Air Force Base.

Based on environmental and engineering studies, agency coordination and public input, an expressway generally adjacent to existing Route 13 was identified as the selected alternative in the Final Environmental Impact Statement (FEIS). This selected alternative is referred to as Alternative A (East) in the Route 13 corridor and Alternative 1 in the Route 7 corridor.

Alternative A (East) is generally defined as a four-lane improvement of Route 13 located adjacent to the existing roadway with relocations on the west side of Higginsville, the far east side of Warrensburg, and the east side of Clinton. Alternative 1 represents a four-lane relocation generally located 1.6 km (one-mile) north of the existing Route 7 alignment, from a point along the existing alignment west of Clinton to an interchange with the relocated Route 13 roadway northeast of Clinton, then south on a joint alignment with Route 13 to an interchange with existing Route 7 located east of Clinton. Table 1 presents a general summary of costs of the selected alternative. Ultimate construction represents a newly constructed expressway section on either existing or new alignment. Initial construction represents the cost to provide two new lanes of roadway (one direction) on new alignment and grade adjacent to the existing roadway. The existing roadway will be used for one direction of travel as an interim condition creating a staged expressway with divided median until funding becomes available to construct the second two lanes.

Alternative A (East) for Route 13 and Alternative 1 for Route 7 would meet the project purpose and need more efficiently than the "No-Build" Alternative. In addition to improving traffic safety along both the Route 13 and Route 7 corridors, implementation of these improvements would eliminate current roadway deficiencies, relieve traffic congestion, and provide for the efficient movement of people and goods throughout the study area. Public safety would be enhanced with improved response times for emergency vehicles. Economic development opportunities would be provided for the various communities to build upon and grow. With the expressway/freeway improvements, better continuity for the regional highway system would be provided, resulting also in improved access to recreational facilities located in the study area and better mobility for Whiteman Air Force Base.

Table 1
Cost Summary of the Selected Alternative
(Route 13 and Route 7 Improvements)

	Alternative A (Ultimate Construction)	Alternative A (Initial Construction)	Alternative 1 Route 7 Relocation
Construction Cost	$ 292.541 M	$ 233.335 M	$ 21.121 M
Right of Way Cost	16.871 M	16.440 M	1.247 M
Total Cost	**$ 309.412 M**	**$ 249.775 M**	**$ 22.368 M**
Length: Km (Mile)	104.19 (64.74)	104.19 (64.74)	11.40 (7.10)
Cost per Unit Length	$2.970 M/km ($4.779 M/mi.)	$2.397 M/km ($3.858 M/mi.)	$1.962 M/km ($3.150 M/mi.)

Advantages offered by Alternative A, when compared to other alignment alternatives, are:

- Ability to be constructed in stages,
- Lower initial construction costs,
- Least impact on identified wetlands,
- Least divisive of farmsteads,
- Least impact on sites of historic or archeological significance, and
- Most compatible with existing and future community land use plans.

Other alternatives on new alignment, while satisfying much of the stated purpose and need, would take more prime farmland, be much more divisive of farmsteads, would cost more to construct initially, would have more impact on wetlands, would be less compatible with land use plans and would have the potential to impact more historic and archeological resources.

B. Alternatives Considered

Based on the stated purpose and need for the proposed action, various alternative improvements were identified and evaluated. Based on the assessment of the potential social, economic and environmental consequences of the competing improvement alternatives, in combination with input provided by the community involvement process, an alternative for the Route 13 and Route 7 improvements was selected. As part of this evaluation process, a wide range of alternative actions (potential alternatives) was initially considered in order to provide the basis for determining the reasonable alternatives. Through a preliminary screening process, those alternatives warranting further, more detailed evaluations were identified.

Alternatives considered included:

- The "No-Build" Alternative (Retained for purpose of comparison)
- Transportation Systems Management (TSM) Alternatives
- Mass Transit Alternatives
- "Highway Build" Alternatives

Only the "Highway Build" Alternatives were considered to meet the purpose and need of the project.

Two concepts were considered and evaluated for the "Highway Build" Alternatives: 1) improve the existing facility; and 2) construct an expressway/freeway facility either adjacent to the existing roadway, or totally on new alignment, or a combination thereof. Based on the design criteria for the project, it was determined that improvements to the existing roadway would not be feasible and would not meet the goals of the project.

Based on the known physical and environmental controls within the study area, a number of potential alternative alignments for the Expressway/Freeway Alternatives were defined. These alternatives were reviewed for any unacceptable conflicts with known environmental controls and general compliance with the project purpose and need. Judgements as to the collective impacts and benefits of the alternatives were made utilizing a systematic evaluation methodology that identified those alternatives warranting more detailed consideration. These alternatives were coordinated and refined through the community involvement process. A more detailed analysis of the impacts and merits of these alternatives was then performed resulting in the identification of the reasonable build alternatives. The assessment of the consequences was based on the ultimate four-lane improvement.

The reasonable "Highway Build" Alternatives include the following:

- An expressway/freeway alternative adjacent to existing Route 13 in all places except where bypasses are needed around cities (i.e. Higginsville, Warrensburg, and Clinton) or where the existing Route 13 horizontal alignment is so severe that a localized alignment relocation is required. This alternative is referred to as Alternative A for the Route 13 improvements.

An expressway/freeway alternative essentially on new alignment. This alternative, labeled Alternative B, may also be located adjacent to Route 13 for short sections.

As part of the reasonable alternatives considerations, two options were assessed in the vicinity of the City of Warrensburg – West and East. Each of these two options could be combined with either Alternative A or Alternative B.

Refer to Sections IIE1 through IIE6 and Section IIF in the FEIS along with the initial evaluation summary tables shown in Appendix B of the FEIS for a more detailed discussion of evaluation factors. Evaluation factors of primary importance for this project were severence of farmsteads, wetland areas, prime farmland, archeological sites, historically significant structures, displacements and consistency with land uses (urban areas). The selected alignment minimized these impacts when compared to other alternatives in the evaluation process.

The selected alternative is the environmentally preferred alternative.

Exhibit 1 illustrates the selected alignment, Alternative A, that was identified as a result of the evaluation process. The selected alignment shown on Exhibit 1 reflects nine areas of minor alignment change that resulted from public input at the Location Public Hearing and also subsequent cultural resource studies that identified structures eligible for inclusion on the national register of historic places.

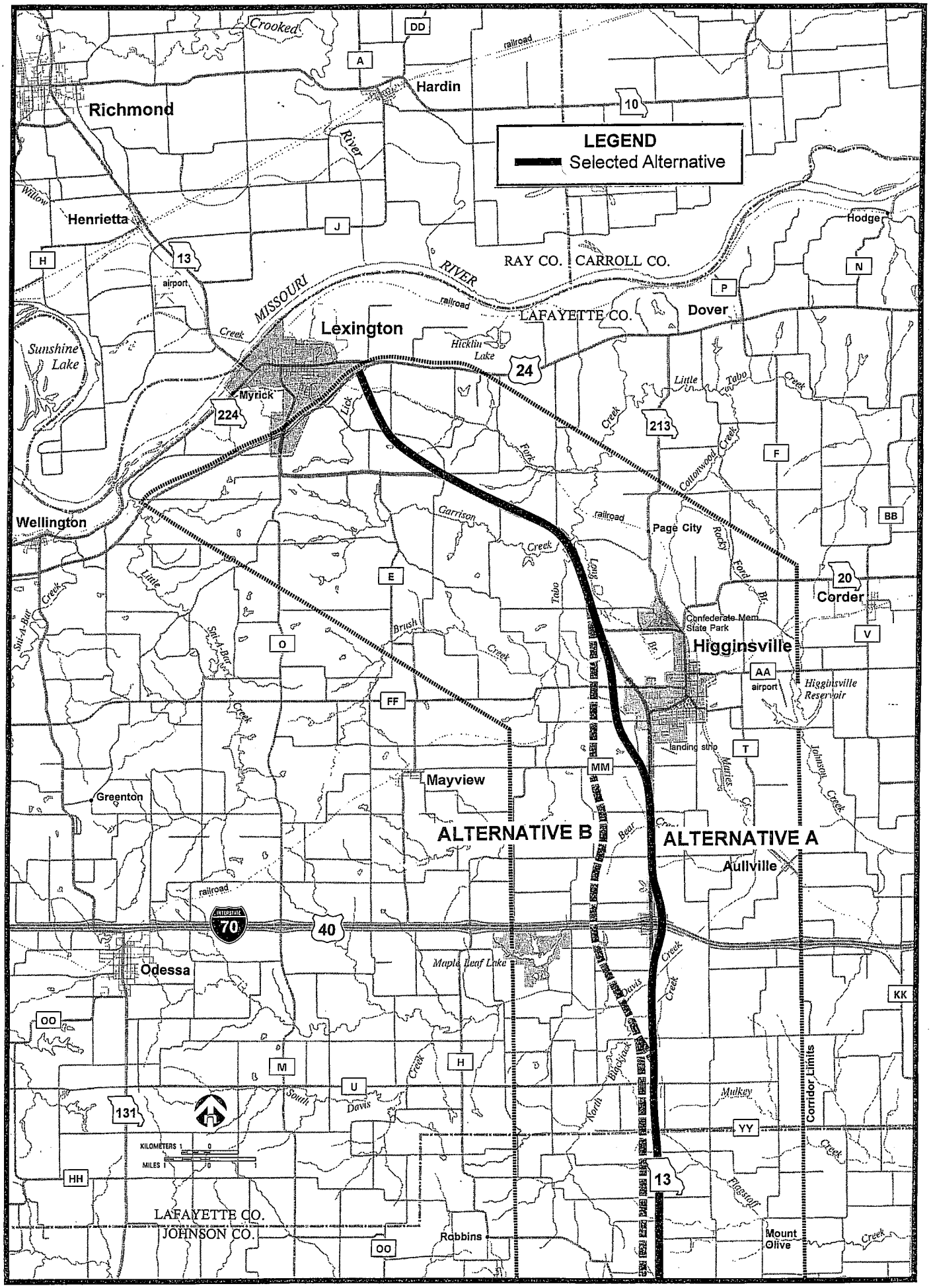

Exhibit 1 Selected Alternative - Lafayette Co.

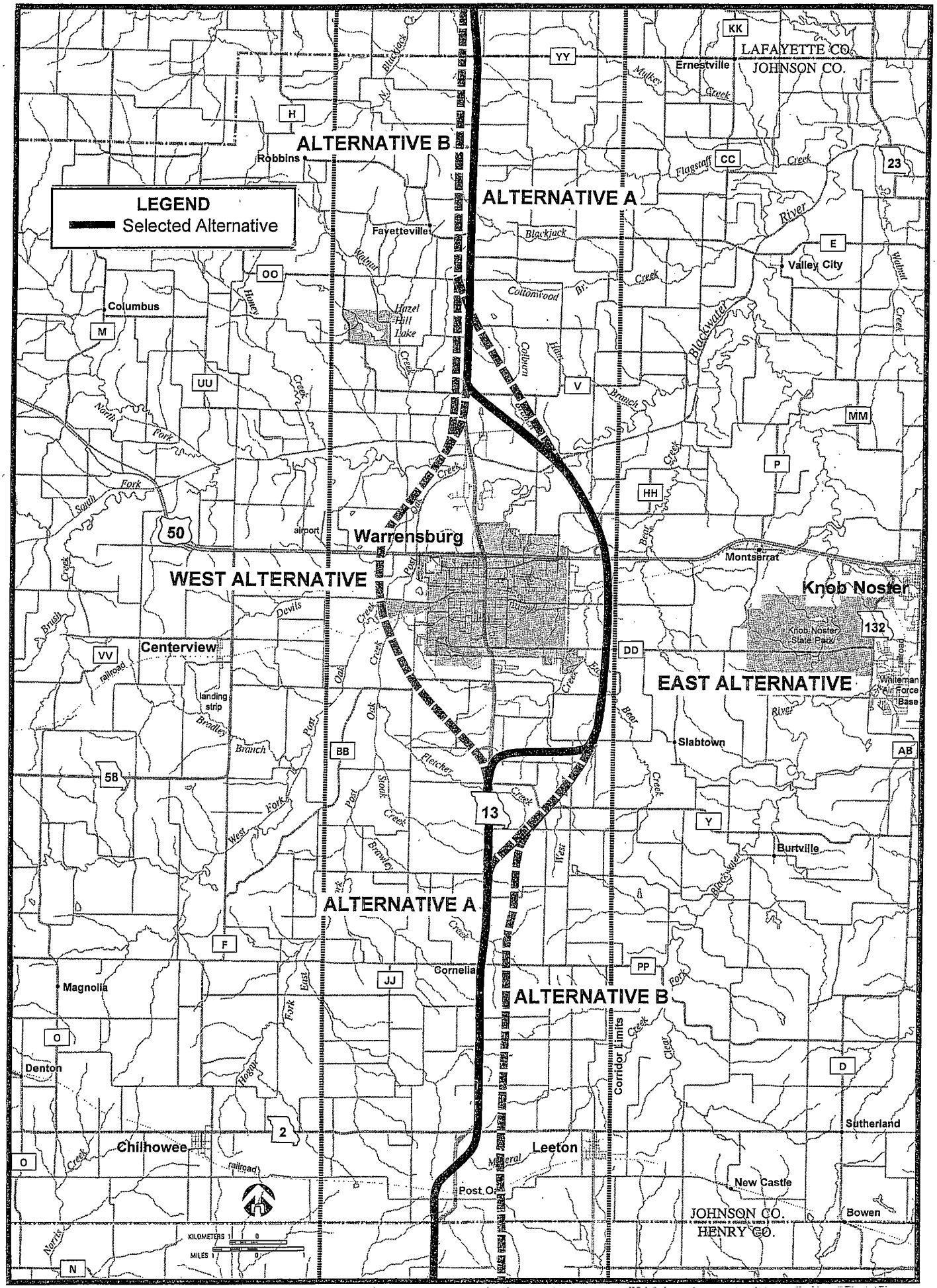

Exhibit 1 Selected Alternative - Johnson Co.

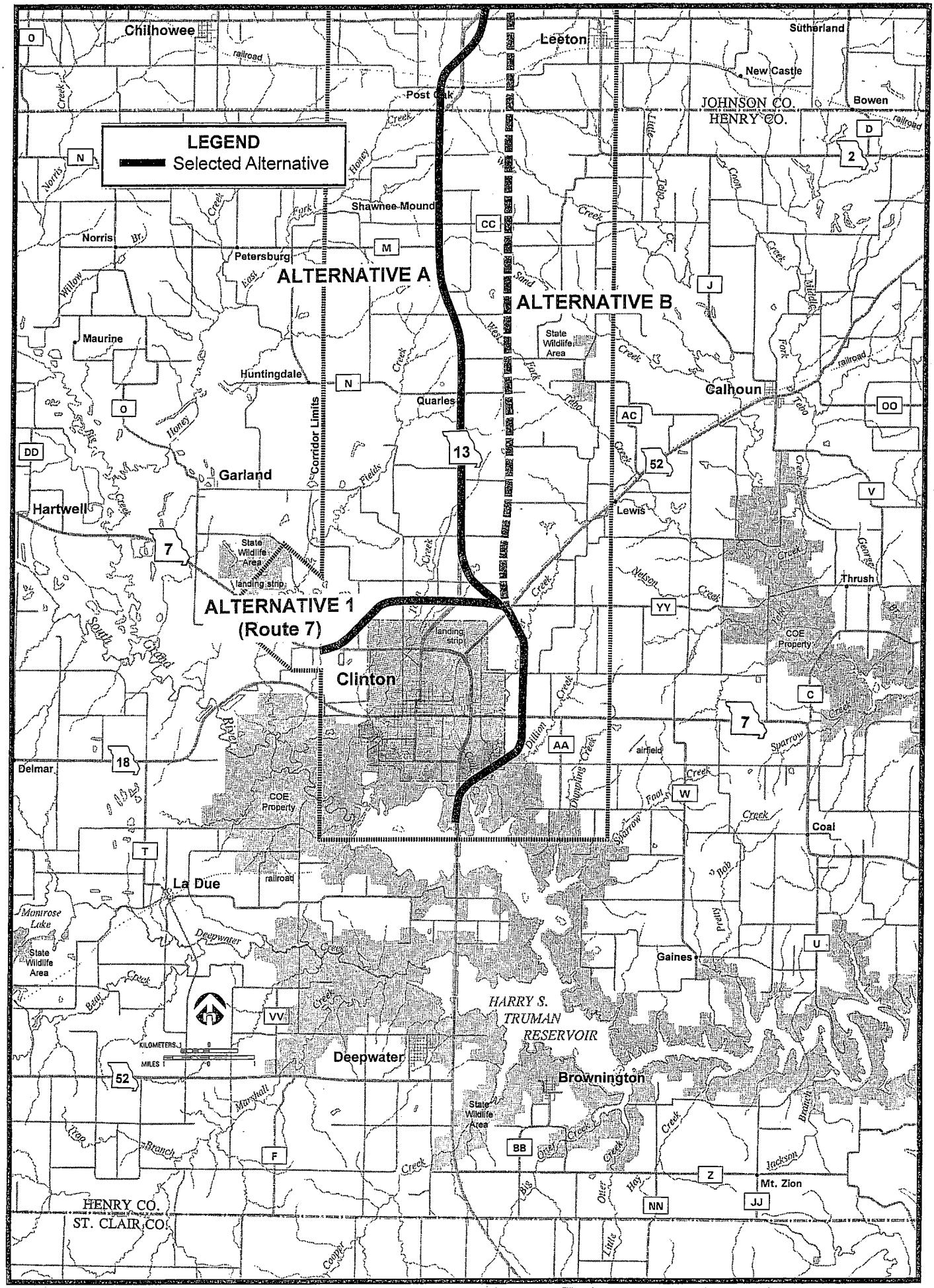

Exhibit 1 Selected Alternative - Henry Co.

Table 2 presents a summary of the social, economic and environmental impacts specific to the selected alignment, Alternative A (East). Most of the data shown in Table 2 has been developed since the Location Public Hearing as a result of more detailed studies specific to the probable 107 meter (350 foot) wide right of way width rather than the 183 meter (600 foot) wide corridor evaluated in the DEIS.

Table 2
Summary of Social, Economic and Environmental Factors
Selected Alignment : Alternative A (East)
(Factors that have been updated since DEIS)

Evaluation Factor	Discussion	Quantity (if applicable)				
		Lafayette	Johnson	Henry	Route 7	TOTAL
Relocation Impacts	Displacements reduced as compared to DEIS:					
	Residences	12	33	5	3	53
	Mobile Homes	2	10	0	0	12
	Businesses	1	8	2	0	11
	Public Use	0	3	1	0	4
Noise Impacts	Potential Impacts to Noise sensitive Receptors within 65 dba criteria:					
	Residences	13	29	7	3	52
	Mobile Homes	0	9	0	0	9
	Businesses	0	0	0	0	0
	Public Use	0	1	1	0	2
Wetland Impacts	Based on a Preliminary Jurisdictional Wetland Determination Survey, the following data was collected:					
	Ponds – hectares (acres)	3.15 (7.78)	6.80 (16.80)	6.56 (16.21)	0.29 (0.77)	16.8 (41.56)
	Streams – number	11	43	17	7	78
	Wetlands – hectares (acres)	1.87 (4.62)	4.39 (10.85)	5.94 (14.68)	0.07 (0.17)	12.27 (30.32)
Water Body Modifications	Impacts on Water Bodies other than Wetlands include:					
	Ponds – hectares (acres)	3.15 (7.80)	6.80 (16.81)	6.55 (16.19)	0.29 (0.73)	16.79 (41.49)
	Streams – hectares (acres)	0.97 (2.41)	4.20 (10.38)	1.50 (3.70)	0.62 (1.54)	7.29 (18.01)
	Riparian Woodlands – ha. (ac.)	5.03 (12.42)	31.95 (78.95)	12.47 (30.81)	5.62 (13.89)	55.07 (136.08)
Historic and Archaeo-logical Investigation	Based on Detailed Phase I Cultural Resource Survey, the findings were:					
	Archaeological	1	1	2	0	4
	Architectural	3	0	2	0	5
	Historic Bridge	0	0	0	0	0
	Historic	0	0	0	0	0
Hazardous Waste Sites	A survey of Alternative A indicates the existence of the following sites:					
	Moderate Potential	1	1	1	0	3
	High Potential	0	1	0	0	1
	Adjacent to Missile Site	1	1	0	0	2

C. Section 4(f)

After extensive studies and coordination with MDNR and FHWA of the possible impacts to both public lands and architectural and cultural resources potentially eligible for the National Register of Historic Places, it was found that no Section 4(f) sites or properties will be impacted by construction of the Route 13 improvement.

D. Measures to Minimize Harm

All practical measures to minimize harm have been incorporated into the identification of the selected alternative. All such minimization measures that were considered in identification of the selected alternative will be incorporated into all appropriate construction specifications and contracts.

Land Use Impacts

Of the three counties in the corridor, only Lafayette County has a comprehensive land use plan for unincorporated areas. Currently Warrensburg has a comprehensive land use plan. Clinton has responded to the Route 13 location study by adopting a land use plan that is compatible with the Route 13/Route 7 alignment. The selected alternative does not adversely impact elderly populations, young children, poverty stricken areas, minorities, vacancy rates or community connectivity in any of the counties or three incorporated cities through which it passes.

Farmland Impacts

Throughout the alignment selection process, a major consideration was the minimization of farmstead severance. Alignments were located adjacent to property lines as much as possible and diagonal crossings of cultivated fields were avoided. Frontage roads will be constructed as needed to maintain access to private property. Some adverse travel distance will be incurred by property owners that desire to cross the new facility due to the access control criteria to limit median crossings to no more than two per mile. By location of the selected alternative adjacent to established transportation corridors, impacts to prime farmland has been minimized.

Relocation Impacts

Property which is required for the construction of the Route 13 highway improvements will be subject to the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S. C. 4601). This program provides that no person will have to move from their dwelling until they are provided comparable replacement housing that is within their financial means. Details of the program which covers process, benefits, and rights are discussed in the FEIS in Chapter IV, Environmental Consequences, Section D, Relocation Impacts.

Air Quality Impacts

During construction of the Route 13 highway improvements, construction methods and operations will be conducted in accordance with MDNR and MoDOT regulations, particularly concerning batch plant operations and clearing and grubbing functions. Detailed air quality

studies were limited to a regional pollutant burden analysis as the present year as well as the design year average daily traffic volumes were well below the minimum thresholds. Regional emissions of HC, CO and NOx can be expected to be reduced for any "Build" alternative, when compared to the "No-Build" condition.

Water Quality Impacts

MoDOT, in coordination with MDNR, has developed a construction water pollution control program to protect the adjacent environment from sedimentation and construction pollutants discharged from construction activities. These procedures and specifications are utilized for highway construction and MoDOT is committed to assuring the best management practices by the highway contractor.

Noise Impacts

Noise impacts created by the proposed improvement would affect 52 residences, nine mobile homes and two public use areas. Due to the rural character of the corridor these impact sites are generally separated by considerable distance. The cost to mitigate each residence will exceed the maximum abatement criteria used by MoDOT. Consequently, noise mitigation will not be used on this project. The mitigation of construction noise will be handled by complying with all applicable local, state and federal laws and regulations.

Wetlands and "Waters of the US"

The selected alternative for Route 13 and Route 7 will impact 88 ponds consisting of 5.05 hectares (12.49 acres) of "emergent" wetland fringe, 0.104 hectares (0.25 acres) of "scrub-shrub" wetland fringe, 0.46 hectares (1.14 acres) of "forested" wetland fringe and 10.39 hectares (25.67 acres) of open water designated as "Waters of the US."

Seventy-eight (78) stream crossings will occur resulting in potential impacts to 7.34 hectares (18.13 acres) of "Waters of the US."

Fifty-one (51) wetland areas will be impacted including 7.25 hectares (17.92 acres) of "emergent" wetland, 0.07 hectares (0.18 acres) of "scrub-shrub" wetland, 0.79 hectares (1.96 acres) of "forested" wetland, 0.62 hectares (1.52 acres) of "grassed waterway", 2.68 hectares (6.63 acres) of "wet pasture" and 1.23 hectares (3.03 acres) of "farmed wetland".

It is anticipated that compliance with Section 404 of the Clean Water Act will be accomplished by issuance of a Department of the Army permit by the Corps of Engineers. Measures to minimize harm to wetlands and the nation's waters have been considered and will be utilized during construction. Final design will determine total wetland impacts. A mitigation plan for those impacts will be developed during the design stage of the project.

Water Body Modifications and Wildlife Impacts

The location of the selected alignment adjacent to existing Route 13 in most locations minimized impacts on wildlife habitat when compared to alternatives that bisected undeveloped tracts. The MoDOT tree replacement program, requiring planting of two trees for replacement of every tree six inches in diameter or larger that is removed during highway construction, will be followed.

Endangered and Threatened Species

Endangered and threatened species within the Route 13 corridor include the Bald Eagle (Federal threatened and State endangered), Shaved Sedge (State endangered), Small Sundrops (State endangered). The Bald Eagle was nominated for delisting as a Federal Threatened Species on July 4, 1999, and will remain on the Threatened list for a period of one year. The USFWS will continue to monitor the Bald Eagle for a period of five years to determine what effect, if any, the removal from the Threatened species list has on the Bald Eagle. The selected alternative will not impact any Federal or State listed Threatened or Endangered Species. If construction plans for the improvements vary significantly from the alignment shown in the FEIS, or if new information is obtained indicating that listed species may be affected, a resurvey of impacts to endangered species will be performed by MoDOT.

Historic and Archeological Preservation

Results of Determination of Effect – Because the EIS Project Team has eliminated many of the links that were initially included in the EIS documentation process, several resources considered potentially eligible by the Department of Natural Resources – Historic Preservation Program (DNR-HPP) have been avoided. With the exception of EE6 (Higginsville Sign), each of the remaining resources considered by DNR-HPP to be eligible for the NRHP are located along a retained link that has been modified to substantially reduce or eliminate potential effects. It is this group of resources (EE6 Higginsville Sign, G3 Bruce Baker House, N16 Charlesse Moore House, NN7 Shawnee Mound Store and OO11 William Ragland House) for which a Determination of Effect was required as part of the comprehensive planning effort.

Each of the resources identified by DNR-HPP as being potentially eligible for the NRHP has been reviewed by the FHWA in accordance with the Criteria of Adverse Effect set forth in 36 C.F.R. §§ 800.9(b) and (b)(1) and the relationship of each to the Area(s) of Potential Effect(s) (APE) of the proposed undertaking has been established by the EIS Project Team. A document was prepared and submitted to seek DNR-HPP concurrence in the application by FHWA of the Criteria of Adverse Effect set forth in 36 C.F.R. §§ 800.9(b) and (b)(1).

As a result of the efforts of the EIS Project Team in successfully shifting the selected alignment away from G3, N16 and OO11 and successfully maintaining the preferred alignment on the east side of the existing roadway at NN7, it is concluded that the proposed undertaking will have no effect on G3, N16, OO11 and NN7 and that no further action is necessary [36 C.F.R. § 800.5(b)].

EE6 will be directly affected by the selected alignment. FHWA, through MoDOT, proposes to implement a relocation program for EE6, in consultation with DNR-HPP, at a time following final design and construction of the intersection at existing Highway 13 and Business Route 13. As a result of the relocation program, it is concluded that the proposed undertaking will have no adverse effect on EE6 [36 C.F.R. §§ 800.5(d)(1) and (2)] and that further action be limited to the proposed relocation program.

DNR-HPP, by letter dated 13 October, 1998, concurred in these findings in connection with G3, N16, OO11, NN7 and EE6.

Results of the Phase II Investigations - A full Phase I survey of the selected alignment was conducted in the summer of 1996. Sixteen archaeological sites (23LF132-136, 23JO406-411, 23JO413 and 23HE958-961) were identified within the selected alignment. Six archaeological sites are prehistoric (23LF132, 23JO406, 23JO408, 23JO410, 23JO411 and 23HE960) and 10

sites are historic (23LF133, 23LF134, 23LF135, 23LF136, 23JO407, 23JO409, 23JO413, 23HE958, 23HE959 and 23HE961). All of the potentially affected resources for the selected alternative werereviewed by DNR-HPP to determine the eligibility of each site for inclusion in the National Register of Historic Places (NRHP).

Of these 16 sites, four [23JO407 and 23HE960 along with 23LF133 and 23HE959, for which HPP has requested additional archival research as part of a Phase II assessment effort (HPP-DNR review letter dated 6 January 1998)] represent resources that have the potential of containing significant information that can contribute to prehistory and history. Phase II assessments have been conducted at each site and none were found to be associated with significant persons [36 C.F.R. § 60.4(b)] or are considered to contain intact subsurface cultural features or deposits or otherwise have the potential to contain information important in prehistory or history [36 C.F.R. § 60.4(d)]. No further work in recommended for this group of resources.

DNR-HPP, by letter dated March 30th, 1999, and shown in Appendix J of this FEIS, concurred in these findings in connection with 23JO407, 23HE960, 23LF133 and 23HE959.

Hazardous Waste Sites

Three sites of moderate potential and one site of high potential are located in the vicinity of the selected alternative. The high potential site is the Hilty (Marr) Quarry west of existing Route 13 south of Warrensburg. Further site delineation is recommended during final design with avoidance as the desired location solution. The three sites of moderate potential are the R and J Garage, north of Route OO, and two abandoned missile sites. Final construction plan preparation will note that the existing ground is not to be disturbed within an area 7.5 meters (25 feet) outside of the missile site property fence.

Construction Impacts

MoDOT has developed Standard Specifications for Highway Construction and will implement them on the Route 13 project. MoDOT will locate and protect private wells within the right of way until closed by MoDOT. All underground storage tanks will be removed and disposed of in a proper manner as per MoDOT specifications. Pollution control measures, both temporary and permanent, will be enacted under the project construction specifications.

MoDOT's Sediment and Erosion Control Program, approved by the Missouri Department of Natural Resources, will be implemented during construction to control soil erosion and sedimentation. Temporary and permanent runoff drainage basins will be designed and installed to lessen water quality impacts once the new facility is in operation. Implementation of a sound sedimentation control plan during the construction stage will provide adequate protection for aquatic fauna, including fish, invertebrates, reptiles and amphibians. Stormwater control measures such as long-range planning and operation scheduling, timely installation, inspection, and maintenance of erosion and sedimentation structures, and permanent control structures (such as drainage basins) will be implemented and operated to control both sedimentation and pollution runoff.

Public Lands

There will be no public land impacts in Lafayette or Johnson County for the selected alternative. In Henry County, relocated Route 13/Route 7 will impact two public land areas. The first is the

KATY Trail State Park and the second is the Bethlehem Wildlife Management Area, a MDC leasehold within the Harry S. Truman Reservoir Wildlife Management Lands. The Bethlehem WMA is a multiple use area and impacts to the Bethlehem WMA do not require a Section 4(f) evaluation.

Coordination between MoDOT and MDNR concerning impacts on the KATY Trail will continue as the KATY State Park is continued across the entire state. The KATY State Park/Trail will be completely bridged and no piers or highway related appurtenances will be located in the State Park, therefore, the recreational use will not be substantially impaired.

E. Monitoring Program

The proposed project will be subject to review by MoDOT and other State, Federal and local agencies. Some permits will need to be obtained from all levels of government. Numerous measures to minimize harm were considered during identification of the selected alternative. Those measures will be implemented and monitored by FHWA and MoDOT.

F. Comments on the FEIS

The 30-day public comment period for the FEIS began June 18, 1999, with a published notification in the Federal Register. Additionally, copies of the FEIS were sent to various parties of interest, as listed in Chapter VI of the FEIS.

Three comment letters were received and are included as an attachment to this Record of Decision. These letters were from the Department of the Air Force, the Environmental Protection Agency and the City of Clinton, Missouri. Each letter will be addressed individually.

- *Department of the Air Force* – This letter, from Whiteman Air Force Base's Chief Engineer, was an endorsement of the project and it's potential to serve the Air Force Base.

- *Environmental Protection Agency* – Based on information in the final Environmental Impact Statement and the draft of this Record of Decision, the EPA rates this project LO, indicating a lack of objection.

- *City of Clinton, Missouri* – In the first and second paragraphs of the City's letter, concern is expressed about flooding that occurs in certain sections of the City in a drainage basin that is crossed by both the Route 7 and Route 13 alignments. It is the current policy of MoDOT to pass storm water through the project in the existing watercourse and with drainage structures of sufficient size to not impede the flow of the storm water. Detention of storm water is not normally used in design of the roadway.

  In the third paragraph, concern is expressed about the lose of an area that is currently used by the City for application of sludge from the wastewater treatment plant. This area is a part of land controlled by the Corps of Engineers for the Truman Reservoir. As final design is begun and right of way plans are developed, a plan for joint use of this land by the City, MoDOT and the Corps of Engineers will be developed. Review of the project plan drawings indicates sufficient area adjacent to the existing treatment

plant for continued application of the sludge. Access roads adjacent to the freeway will be planned to facilitate this special use access.

G. Summary

The identification of the selected alignment, as documented in the FEIS, is made following thorough consideration of all social, economic and environmental factors and after an extensive program of agency coordination and public involvement.

ATTACHMENTS

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 509TH SUPPORT GROUP (ACC)
WHITEMAN AIR FORCE BASE, MOSSOURI

509 CES/CEC
660 10TH Street, Suite 211
Whiteman AFB MO 65305-5055

26 JUL 1999

Mr. Don Neumann, Programs Engineer
Federal Highway Administration
209 Adams Street
Jefferson City, MO 65101

Dear Mr. Neumann

The preferred alternative shown in the final EIS, dated 17 May 99, is rerouting Route 13 east of Warrensburg (between Warrensburg and Whiteman AFB). This alternative was briefed to the Whiteman Senior Staff at the facility board meeting on 12 Jul 99. This solution will certainly serve the needs of the Air Force and improve movement of personnel and resources to Whiteman AFB.

Any questions may be directed to Mr. Robert L. Steinkuehler, AICP at 660-687-6306.

Sincerely

RANDALL B. WHITE, P.E. GS-13
Chief, Engineer and Base Planning Flight

August 20, 1999

Mr. Don Neuman
Programs Engineer
Federal Highways Administration
209 Adams Street
Jefferson City, Mo.65101

Mr. J.T. Yarnell
Chief Engineer
Missouri Department of Transportation
Jefferson City, Mo. 65101

Re: Route 13 and Route 7 Lafayette, Johnson, and Henry Counties in Missouri (Lexington to Clinton)

Dear Sirs,

Thank you for the opportunity to review the final Environmental Impact Statement (EIS) for the aforementioned project. This has been done in accordance with our responsibilities of the National Environmental Policy Act (NEPA and section 309 of the Clean Air Act. In 1995, EPA reviewed the draft EIS for this project and had expressed a number of concerns which have now been adequately addressed in this Final EIS. Based upon the information in the draft Record of Decision, EPA rates this project LO, indicating a lack of objections.

EPA Region 7's wetlands group continues to express concern with the current mitigation plan for the wetlands loss, and desires to work your agency in a cooperative manner to address these concerns. Relevant to their concerns, (and for future reference), EPA encourages the use of watershed level analysis when looking at wetlands impacts. In this Final EIS, the analysis is separated by county.

I can be reached at (913) 551-7148 or cothern.joe@epa.gov.

Joseph Cothern
NEPA Team Leader

cc: Pat Haman, OFA

CLINTON

"On Target for the Future"

August 4, 1999

Mr. Don Neumann, Programs Engineer
FHA
209 Adams Street
Jefferson City, Missouri 65101

Re: Route 13-7 Proposed By-Pass

Dear Mr. Neumann:

The City of Clinton could be significantly impacted by the proposed by-pass. I would encourage the Missouri Department of Transportation to review from station 340 north of Clinton at Quarles to station 700 east of Clinton. This review needs to address detention of stormwater and maintenance chemicals runoff.

The City of Clinton experiences flooding thru certain areas of town due to drainage from the areas noted above. The study also needs to address Hwy 7 from station 120 west of Clinton to station 220 north of Clinton which drains into the same basin.

Another area of concern is Hwy 13 from station 820 to station 860. This area is Clinton's sludge management land for wastewater treatment. Access and loss of land for application must be addressed.

The City of Clinton would appreciate MoDOT incorporating these concerns into their study of Hwy 7 & 13. Please keep us abreast of future planning for this portion of the corridor.

I apologize for such a late response.
If I can provide you with further information, please don't hesitate to call. Thank you for your help with these concerns.

Sincerely yours,

Gary Mount
Director of Community Development

105 E. Ohio Street, Clinton, Missouri 64735-2131
(660) 885-6121 Fax: (660) 885-2023